



Southern Councils Transport Plan

A fair go for our public transport

Federal Election 2010

All members of the Southern Tasmanian Councils Authority have united in a campaign for an exciting \$32 million plan to help solve public transport problems in the region.

The plan aims to build an integrated network linking buses, cross-Derwent ferries, cycleways, satellite transport hubs and regional roads to reduce congestion, improve road safety and make public transport more efficient, safe and convenient for commuters.

The STCA is writing to all political parties and candidates in the three electorates seeking a commitment to back the scheme ahead of the Federal election on 21st August.

The STCA plan will see:

1. New **ferry terminals** to encourage the return of regular cross-river and tourist ferry services linked to the Metro bus service;
2. Modern comfortable, safe and convenient **Bus interchanges** at Huonville, Kingston, Sorell, Brighton and New Norfolk for “park and ride” commuters;
3. New **cycleways** linking existing tracks with bus and ferry terminals;
4. Assistance to develop local community **transport strategies** in regional areas.

The package is based on, and consistent with, a large body of work by southern councils and the State Government over recent years, including the Kangaroo Bay Urban Design Strategy, the Kingborough Integrated Transport Plan, the Hobart City Council Sustainable Transport Strategy, the Regional Land Use Planning Project, the draft Southern Tasmanian Integrated Transport Plan, and the State Government’s Urban Passenger Transport Framework. The package is also consistent with Commonwealth infrastructure programs and policy objectives under which funding should be made available for Southern Tasmania.

“Councils have done significant components of the spade work and are now asking for that to be rewarded by genuine commitment from all political parties and candidates in Denison, Franklin and Lyons in the upcoming election.”

“Here is an opportunity for the major parties to do something practical and immediate to reduce green house gases, build a sustainable transport system, address transport disadvantage, encourage the take up of alternative means of transport and assist regional economic growth,” ”

Component 1: Ferry Infrastructure

Background

New and Improved shore terminals are required to facilitate the servicing of both tourist and commuter ferry travel on the Derwent river.

In 2011 a new “International class” Museum of Old and New Art (MONA) will open at Moorilla, some 14kms north of the Hobart CBD on the river Derwent. This private developer funded facility has constructed a ferry wharf as part of the development and is underwriting a dedicated ferry service, through a commercial ferry operator, from the Hobart CBD to MONA.

Additionally a private operator also currently operates a small scale commuter water taxi across the Derwent River and is looking to expand this service. Numerous other private tourist ferry operations are present on the Derwent River accessing a range of destinations in Southern Tasmania.

What we are asking for...

Ferry Infrastructure (Shore Terminals)

1. **Sullivans Cove** (Hobart)

Assistance with funding a purpose designed and built ferry terminal in Sullivans Cove (Hobart CBD) to service tourist and commuter vessels.

2. **Kangaroo Bay** (Clarence)

Assistance with funding a purpose designed and built ferry terminal in Kangaroo Bay (Eastern Shore – Clarence Development Node) to service tourist and commuter vessels.

3. **Wilkinsons Point** (Glenorchy)

Assistance with funding upgrades to the Wilkinsons point development to service tourist and commuter vessels.

Shore based bicycle storage facilities

Bicycle storage facilities would be a component of the ferry infrastructure

Why are we asking for this...

- To extend the life of the Tasman Bridge
- To support tourist and commuter transport options
- To encourage developments at these terminal nodes
- To reduce congestion
- To support sustainable transport

6 Brooke Street Ferry Pier

Background

Historically, Brooke Street was one of the series of streets that intersected with the Wharf apron and functioned as a pier structure. The original Brooke Street Pier was a modern structure that has since been replaced by a cluster of small piers, which are used by local ferry operators.

While ferries were once an important part of settlement on the Derwent, shuttling travellers from shore to shore, this activity has declined, and the current operations are primarily tourist ferries. A revival of water based transport may be a possibility, and provision should be made for expansion of the current extent of berthing when any new infrastructure is developed.

In 2003/08 the Department of Economic Development conducted a tender process on behalf of Tasports to find a developer to redevelop the ferry infrastructure. This controversial project included a hotel on a second pier and was abandoned by the developer before a planning application was made.

The current ferry infrastructure is now in urgent need of replacement.

Principles

Provide infrastructure to meet the current and future operational needs for ferries and other vessels, such as water taxis.

The area of Cranley Wharf adjacent to ferry infrastructure should be improved as a public space.

New maritime uses such as cafe or restaurant may be incorporated in the development, but must be secondary to the use of any pier for ferries and water transport.

Directions

Integrate the provision of new public pier facilities with improvements to public spaces across the Cove. Places attention on quality design and public space amenity.



DECEMBER 09  SULLIVANS COVE MASTER PLAN - APPENDICES



draft **Sullivans Cove Master Plan**
December 09



Kangaroo Bay (Clarence)

The Kangaroo Bay Urban Design Strategy and Concept Plan prepared for the Clarence City Council identifies a Ferry Wharf and terminal as a key component of this major urban renewal project. The Clarence City Council has been actively pursuing urban space and boardwalk improvements in this area and is in the process of opening the latest stage of improvements which bring the redevelopment to the proposed Ferry Wharf Area.



Sullivans Cove (Hobart)

The draft Sullivans Cove Master Plan prepared by the Tasmanian State Architect in December 2009 identifies the need for the urgent replacement of the current ferry infrastructure.

Wilkinsons Point (Glenorchy)

The Wilkinsons Point area is the location of the Glenorchy Art and Sculpture Park (GASP). The GASP project will link together Wilkinsons Point with the MONA development with a new (funded) art and sculpture trail around Elwick Bay. Wilkinsons Point will provide the linkage to the existing Derwent Entertainment centre, the Elwick Racecourse and a new development node within this precinct.



Component 2: Cycle path infrastructure

Background

There is a strong network of cycle paths that has already been established in Southern Tasmania.

Walking and cycling are important forms of transport and are viable alternatives to private car use, especially for short trips to work, school, the local shop or to visit friends and family. The majority of car trips that Tasmanians make are short trips – under 2kms. Hobart already has the highest proportion of people walking to work in Australia, and preliminary results from the Greater Hobart Household Travel Survey show walking is a major transport mode for many people in undertaking their daily trips.

Cycling Infrastructure

1. Tasman Highway path (Clarence)

A separated cycleway from Rosny Park to Mornington linking the Warrane residential area, schools, colleges and sporting facilities including the Clarence Mountain Bike Park in the Meehan Range.

2. Sandy Bay Road path (Hobart)

Cycleway and footpath improvements from Battery Point (Marievile Esplanade) to the Hobart southern boundary with the Kingborough municipality (Taroona). Linking schools, the University of Tasmania and the Lower Sandy Bay (Long Beach) recreational and sporting area.

3. Lutana Connector (Glenorchy)

A separated cycleway along the existing rail corridor, linking the (existing) Intercity Cycleway to the Lutana/Risdon industrial area (major zinc smelter, ferry construction and related heavy industry). Linking primary school, residential areas severed by the Brooker Highway and major industrial workplace areas.

4. Taroona-Channel Highway (Kingborough)

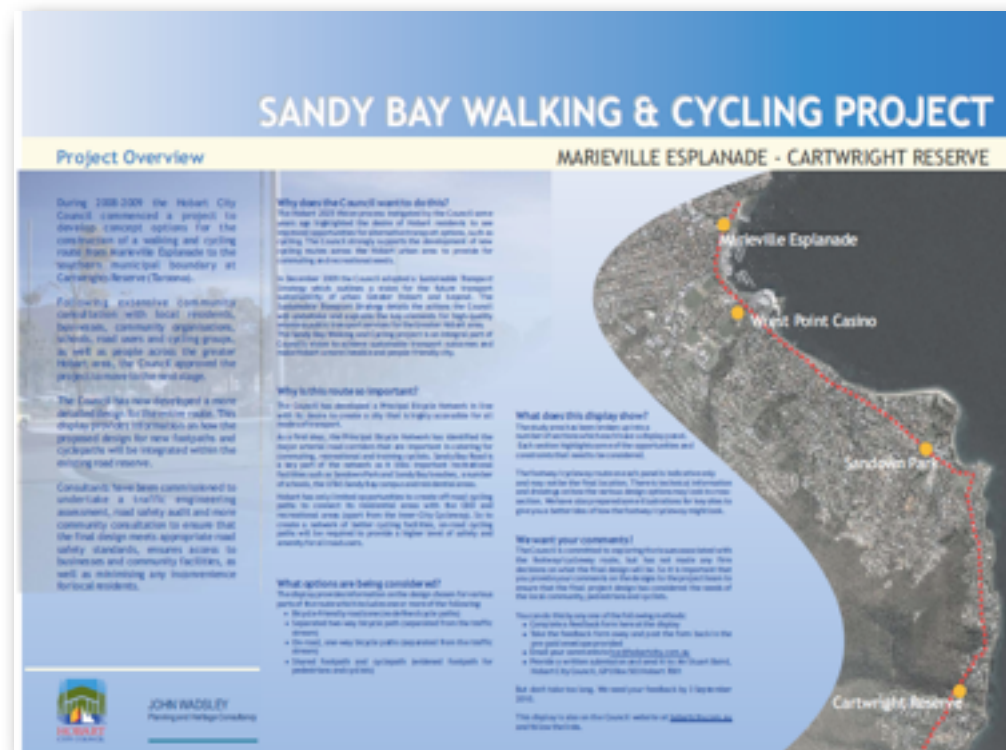
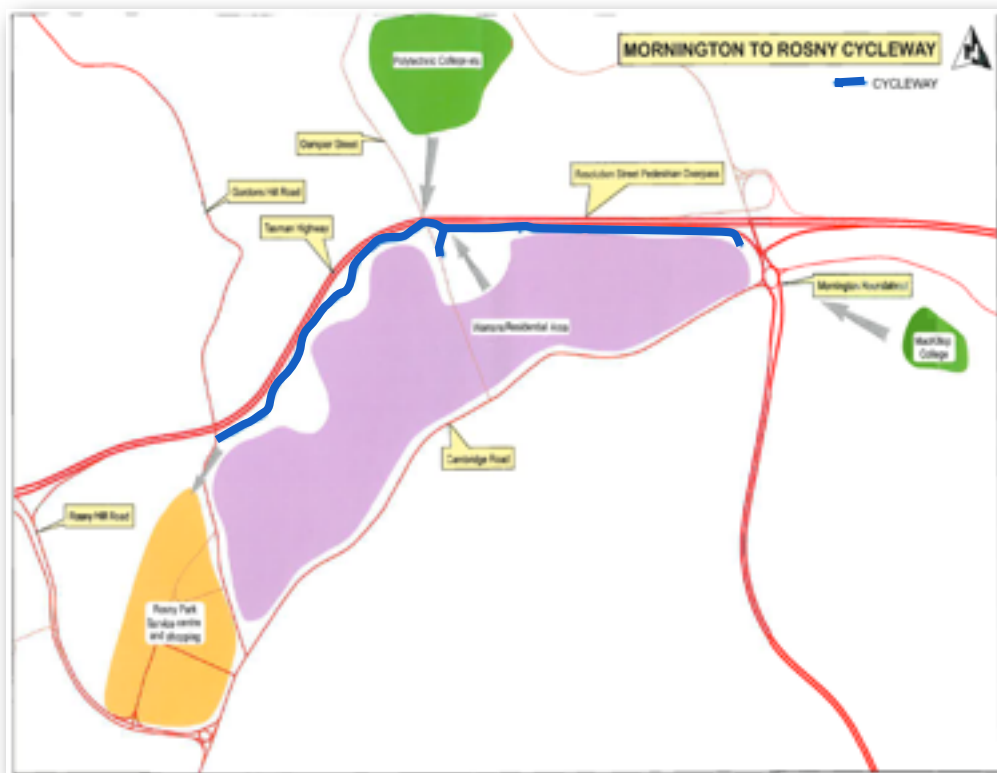
Major Cycleway improvements to link the growing Kingston satellite residential and service area to the greater Hobart area.

Why are we asking for this...

- To increase the area of the ferry catchment and its accessibility
- To provide healthy, sustainable transport options for people who want to walk and cycle
- To support the reduction of carbon emissions
- To assist congestion management of our highways

Tasman Highway path (Clarence)

A separated cycleway from Rosny Park to Mornington linking the Warrane residential area, schools, colleges and sporting facilities including the Clarence Mountain Bike Park in the Meehan Range.



Sandy Bay Road path (Hobart)

Cycleway and footpath improvements from Battery Point (Marieville Esplanade) to the Hobart southern boundary with the Kingborough municipality (Taroona). Linking schools, the University of Tasmania and the Lower Sandy Bay (Long Beach) recreational and sporting area

Taroona-Channel Highway (Kingborough)

This project substantially improves safety outcomes for cyclists and motorists on the principal connection between the satellite settlement of Kingston and greater Hobart.

Channel Highway – Kingston-Bonnet Hill-Taroona Suggested improvements for cycling traffic

The Kingborough Bicycle User Group (K-BUG) identified the Channel Hwy as an important cycling route which is a high priority for improvement. In May 2007 members of K-BUG, along with a representative from CyclingSouth, carried out an inspection of the Channel Hwy between Kingston and Taroona over Bonnet Hill. The route has been divided into four sections and photos have been taken of each section. The recommendations made in this report are preliminary only and further detailed investigation is required to take into account issues such as road camber, corner radius, clearances from obstacles and other engineering issues.



The preliminary site visit has divided the route into 5 stages, with the most urgent section labelled Stage 1.

- Stage 1 – Beach Rd to Kingston Golf Course
- Stage 2 – Kingston Golf Course to Harpers Rd
- Stage 3 – Shot Tower to Taroona
- Stage 4 – Harpers Rd to Taronga Rd
- Stage 5 – Taronga Rd to Shot Tower

Lutana Connector (Glenorchy)

A separated cycleway along the existing rail corridor, linking the (existing) Intercity Cycleway to the Lutana/Risdon industrial area (major zinc smelter, ferry construction and related heavy industry). Linking primary school, residential areas severed by the Brooker Highway and major industrial workplace areas.



Component 3: Bus Interchange Facilities

Background

Using our public transport system needs to be a safe, pleasant and convenient experience.

There is a significant lack of investment in infrastructure that would encourage more people to use public transport in Southern Tasmania.

What we are asking for...

Interchange facilities to provide for covered, weather proof, well lit, safe facilities that provide, where appropriate, for parking (ie park and ride) and for the development of additional services in close proximity such as child care and essential shopping needs.

1. **Kingston Interchange (Kingborough)**
2. **Sorell Interchange (Sorell)**
3. **Brighton Interchange (Brighton)**
4. **New Norfolk Interchange (Derwent Valley)**
5. **Huonville Interchange (Huon Valley)**

Why are we asking for this...

- To improve public safety and convenience
- To re-brand and re-focus public transport
- It is consistent with many of the regional plans and strategies
- It will provide healthy, sustainable transport options
- It supports the reduction in carbon emissions
- It will assist congestion management of our highways



Component 4: Investigation of regional public transport needs

The outlying municipalities of:

- Glamorgan Spring Bay
- Tasman
- Southern Midlands
- Central Highlands

have the dual challenges of smaller (permanent) populations and limited public transport services.

Public transport strategies need to be developed that identify, at a township level, approaches that will ensure the improvement of services levels to those communities over time, give them support for improving access to transport options now and provide a solid, factual basis for the provision of services in the future.

